GETTING STARTED

PART 1: TAKE YOUR COMMAND'S SAFETY PULSE

AREN'T WE SAFE ENOUGH ALREADY?

- No, we aren't. Even if your command hasn't had a Class A recently, there are far too many preventable mishaps.
- In FY13, Navy and Marine Corps commands reported 3,737 off-duty and 8,608 on-duty Class A through Class D mishaps.
- From FY10 through July of FY14, USN and USMC commands reported a total of **58,634** such mishaps.
- Clearly, there is a lot of work to be done in terms of mishap prevention.

WHAT'S THE STATUS OF YOUR PROGRAM?

"I have just taken over as the Safety Officer onboard USS _____. The safety program here has been **dormant** for some time and I am trying to get it back on track."

Email from a lieutenant to the Naval Safety Center, 7/6/14

"I am working on enhancing our safety program… I just checked in to the command and have been informed that the program is still in the basic steps of development. Currently the program at the command is **minimal** in detail."

Email from an E-6 to the Naval Safety Center, 4/22/14

- ☐ Safety programs have lots of moving parts.
- ☐ Are you starting from scratch? Do you just need to tweak some things?

IS LEADERSHIP ENGAGED IN THE PROGRAM?

- The leadership triad sets the tone and priorities for the command. Work with them to determine their commitment to risk management.
- Words are nice, but actions are telling. Do leaders take part in safety stand-downs? Do they routinely mention risk management at all hands calls?
- If you have engaged leaders, congratulations! If not, there are ways you can help them strengthen the command program.
  - ☐ Offer suggestions for safety topics during all hands calls.
  - ☐ Add safety notes to command plan of the day/week.
  - ☐ Work with public affairs staff to mention safety in command communications efforts.

GETTING STARTED

- The experience and qualifications of safety personnel vary widely, ranging from collateral-duty personnel with a 2 or 3 days of training to career civilian safety professionals. Do you or your support staff need training?
- Time, energy and resources are issues for everyone. Consider what needs to be done and make a realistic plan.
- Establish or update your safety continuity binder. Work one section at a time to avoid getting overwhelmed.

TEASPOON OR FIRE HOSE?

- Is your program on track and just need updating or are your starting from scratch?
- Both general and technical information is available in the “Safety Officer Toolbox” on the Naval Safety Center web site

- Don’t get overwhelmed!
- Naval Safety Center subject matter experts can answer specific questions

THERE'S MORE TO A SAFETY PROGRAM THAN COMPLIANCE

- Safety programs are sometimes viewed only in terms of inspection and enforcement
- There's more to a viable safety program than rules that someone breaks and then gets punished for when they get caught
- Safety Management Systems (SMS) are part of the US Fleet Forces Command/ Pacific Fleet ongoing Safety Campaign Plan.
- An SMS can help you structure and align your safety program.

GETTING STARTED

PART 2: WHAT YOU'LL FIND ON OUR WEB SITE

CONTENTS OF THE “COMMAND SAFETY OFFICER” WEB PAGES

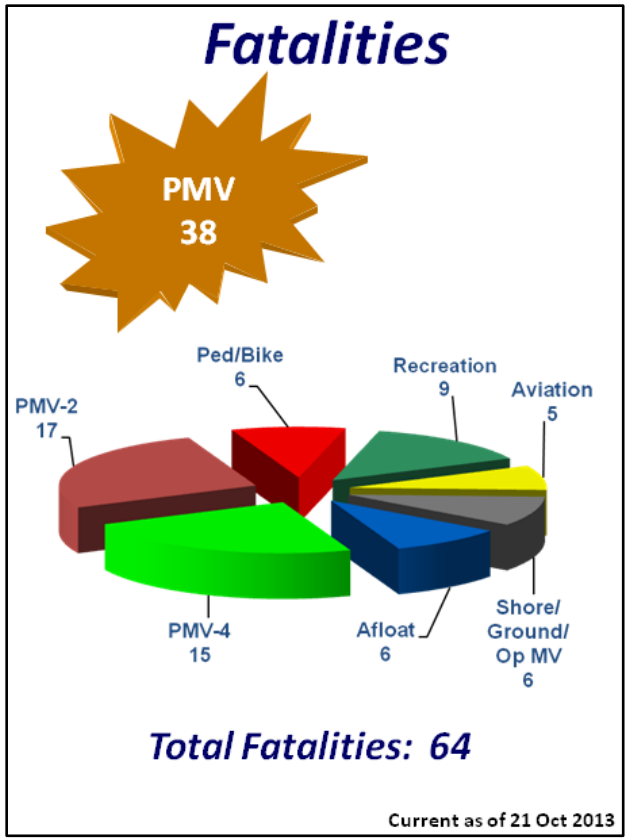
- Safety training, both mandatory and optional (see next slide)
- Community-specific information: afloat, ashore, aviation
- General information, such as OSH
- Technical references and guidance
- Ideas and resources for marketing safety
- Sources of help: industrial hygiene surveys, Naval Safety Center surveys
- Resources for more in-depth information

TRAINING

- Course offerings at the Navy Safety and Environmental Training Center
- Mandatory and optional classes
- PQS for various safety-related position
- Prerequisites for formal training classe
- Resources for training other personne

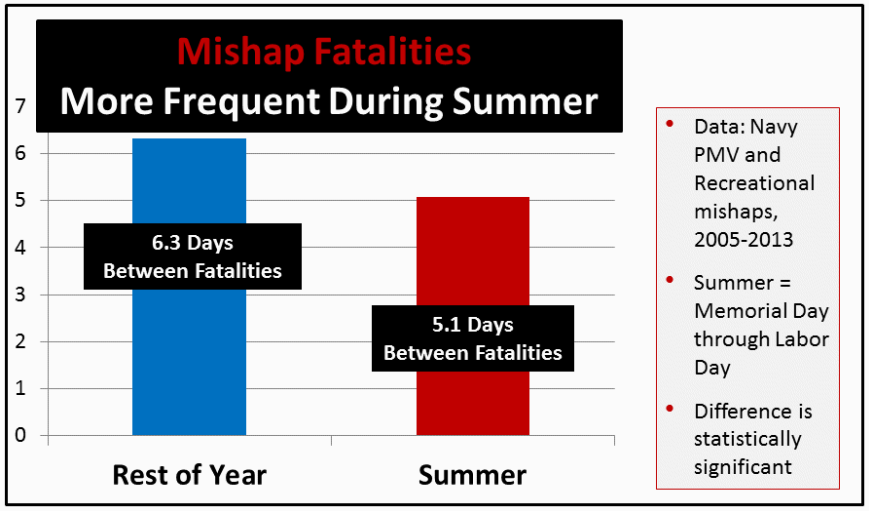
TRAFFIC SAFETY

- Not a community-specific or seasonal issue
- Traffic fatalities by far the biggest slice of the fatality pie
- Motorcycles about ten times more dangerous that cars and trucks
- Fatigue and distraction serious risks that are underreported



MISHAPS AND DATA

- Program priorities should be grounded in mishap data, local trends and high-impact areas
- Don’t wait for a Class A or Class B mishap to figure out prevention strategies
- Big-picture data available from Naval Safety Center
- Custom data available from WESS (see next slide)



THE WEB-ENABLED SAFETY SYSTEM (WESS)

- Official method for reporting mishaps
- Located on NSC web site at http://www.public.navy.mil/comnavsafecen/Pages/wess/index.aspx
- Users need to establish account
- Helpful “User’s Guide” and worksheets available
- Allows you to extract data as well as report

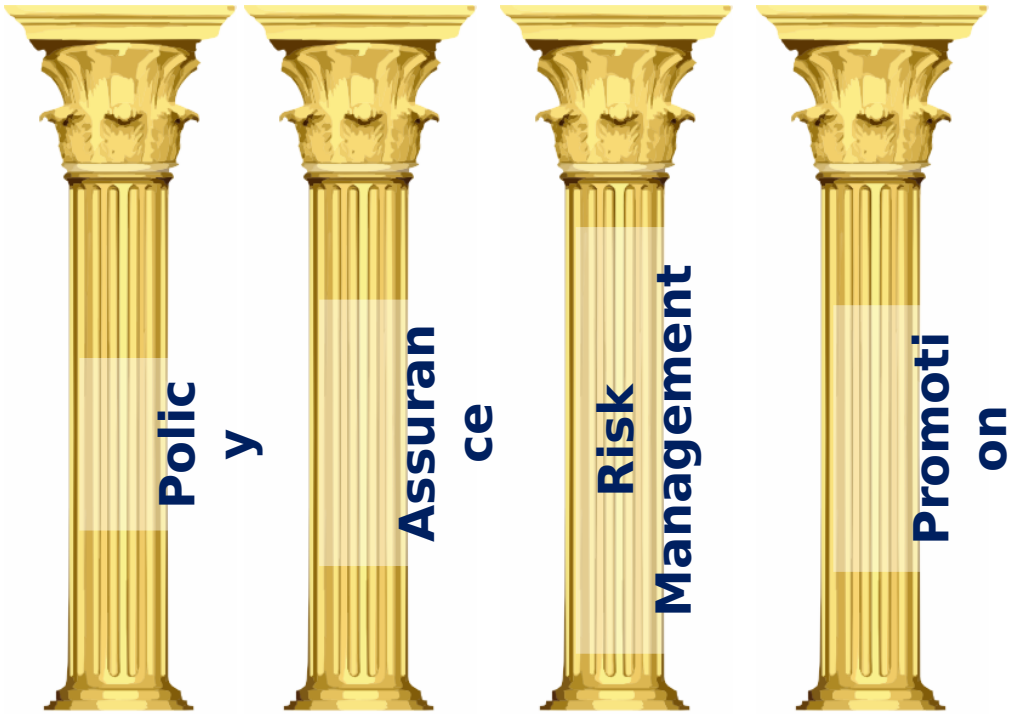
DO OSHA REGULATIONS APPLY?

- According to DODI 6055.01, DoD components must "comply with the standards promulgated by OSHA… in all nonmilitary-unique DoD operations and workplaces, regardless of whether work is performed by military or civilian personnel." DoD may develop alternate or supplemental standards.
- Flight and flight-related aviation operations aren't governed by OSHA, nor (in general) are ship and submarine ops.
- MSC ships are not military unique.
- When OSHA regulations apply, a number of specific areas (such as hazmat, fall protection and confined spaces) have detailed requirements

THE FLEET SAFETY CAMPAIGN

- CFFC/CNAP INST 5100.8 signed – lays out intent
- Full text of instruction available at http://www.public.navy.mil/comnavsafecen/Documents/instructions/Safety_Campaign_Plan_INST.pdf
- Includes discussion of overall safety situation for the operational fleet, mission and execution
- Lists 11 general objectives, led by “operationalize a flexible SMS [*safety management system*]” (see next slide)
- Lays out phasing of operations

COMPONENTS OF A SAFETY MANAGEMENT SYSTEM



- ✓ Policy and Organizational Commitment: OPNAV Insts, local, OSHA, technical
- ✓ Assurance: Inspections, compliance, enforcement
- ✓ Risk management: ORM, TCRM
- ✓ Promotion: Training, publicity